





## Notices to Consignees.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arcton* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, at West Point, whence delivery may be obtained. Cargo remaining undelivered after the 21st instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 20th instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS &amp; Co.,

Agents.

Hongkong, October 16, 1888. 1730

## CANADIAN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP *ALBANY*, FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL &amp; Co.,

Agents.

Hongkong, October 15, 1888. 1734

## NOTICE TO CONSIGNEES.

STEAMSHIP *STRATHLEVEN*, FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.

ADAMSON, BELL &amp; Co.,

Agents.

Hongkong, October 16, 1888. 1707

STEAMSHIP *SAGHAIEN*.

COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, or S.S. *Manche* and *Tamise*, from Antwerp, or Steamships *Provence*, and from Havre, or Steamships *Tamise* and *Manche*, in connection with the above Steamer, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 11 a.m. To-day (Wednesday), the 10th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Wednesday, the 17th instant, at Noon, will be subject to rent, and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before FRIDAY, the 19th instant, or they will not be recognized.

G. DE CHAMPEAUX,

Agent.

Hongkong, October 16, 1888. 1703

## GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenfinglas*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 18th instant will be subject to rent. No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortages not later than the 24th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co.,

Agents.

Hongkong, October 12, 1888. 1724

## INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON &amp; Co.,

Agents.

Hongkong, July 15, 1887. 1340

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A. D. 1720.

THE Undersigned, having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports in India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE &amp; Co

Hongkong, July 25, 1874. 408

## To-day's Advertisements.

## NOTICE.

ALL the CARGO shipped at Amoy in the Spanish steamer *Vizcaya* has been TRANSHIPPED on board the British steamer *Dafila* for MANILA and AMOY.

BAN HO &amp; Co.,

Agents.

Hongkong, October 16, 1888. 1740

## NOTICE.

DURING my temporary absence in Japan, I have authorized Mr. H. HYNDMAN to sign for ROZARIO & Co. AUGUSTO J. de ROZARIO.

Hongkong, October 16, 1888. 1741

## TO LET.

(Immediate Possession.)

BUNGALOW No. 35, Pokfulam Road and Third Street.

OFFICES and SHOPS in 'BEACONSFIELD ARCADE,' QUEEN'S ROAD.

From 22nd instant.

Apply to

DELLIOS &amp; Co.

Hongkong, October 16, 1888. 1742

## GOVERNMENT NOTIFICATION.

No. 455.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on MONDAY, the 22nd day of October, 1888, at 4 p.m., are published for general information.

By Command,

FREDERICK STEWART,

Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 13th October, 1888. 1738

## Particulars of the Letting by Public Auction.

Sale, to be held on MONDAY, the 22nd day of October, 1888, at 4 p.m., by Order of His Excellency the Governor, of Four Lots of Crown Land, in the Colony of Hongkong, for a term of 70 years.

## Particulars of the Lots.

No. of Lot.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Value.
1.	Rural Building Lot.	100 ft. by 100 ft.	1.00	£100	£100
2.	Do.	100 ft. by 100 ft.	1.00	£100	£100
3.	Do.	100 ft. by 100 ft.	1.00	£100	£100
4.	Do.	100 ft. by 100 ft.	1.00	£100	£100

MUNDA, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, October 16, 1888. 1739

## FOR SHANGHAI VIA AMOY.

(Taking Cargo &amp; Passengers at through rates for NINGPO, CHEFOO, NEW.

CHANG, TIENTSIN, HANKOW and

Ports on the YANGTZE.)

The Co.'s Steamer

Captain BROWN, will be

despatched as above on

MONDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, October 16, 1888. 1739

## FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship

Captain ROWLEY, will be

despatched for the above

Ports on the 22nd instant.

For Freight or Passage, apply to

ADAMSON, BELL &amp; Co.,

Agents.

Hongkong, October 16, 1888. 1743

## OCEAN STEAMSHIP COMPANY.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship

Captain SOALE, will be

despatched as above on

FRIDAY, the 20th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, October 16, 1888. 1744

## SHIPPING.

## ARRIVALS.

October 15, 1888:—

City of Rio de Janeiro, American steamer,

3,864 Tons, Ward, San Francisco Sept. 19,

and Yokohama Oct. 10, Mails and General.

—P. M. S. N. Co.

October 16:—

Actis, Danish steamer, 355, N. C. Reva-

beck, Pakhoi October 13, and Hoihow 14,

General.—ARNOLD, KARBEN &amp; Co.

Hanchow, British steamer, from Wham-

poa.

Chazee, British steamer, 1,764, Scotland,

Batavia September 23, Singapore and Tou-

ron October 13, Sugar.—JARDINE, MATHE-

SON &amp; Co.

Memmon, British steamer, 825, A. Dorf,

Singapore via Borneo Port, October 2,

General.—BUTTERFIELD &amp; SWIRE.

Beatty, British steamer, 1,110, Le Bou-

tallier, Foochow October 14, Tea and

General.—GIBB, LIVINGSTON &amp; Co.

Departures.

October 16:—

Plunkett, for Hoihow.

Amoy, for Newchwang.

Ningpo, for Whampoa.

Saghaien, for Shanghai.

Telamon, for Amoy and Shanghai.

Wingsang, for Singapore and Calcutta.

Crisbrook, for Saigon.

Zafiro, for Amoy and Manila.

Ranchou, for Shanghai.

Cleared.

Actis, for Hoihow.

Hailong, for Coast Ports.

## PASSENGERS.

ARRIVED.

Per City of Rio de Janeiro, from San

Francisco, Mr. Brauer, Miss E. Nyrop.

## POST OFFICE NOTICES.

## MAILS will close:—

For STRAITS & CALCUTTA:—  
For *Arcton* Apear, at 11.30 a.m., on  
Friday, the 19th inst.

For SINGAPORE:—  
For *Prigga*, at 3.30 p.m., on Sunday, the  
21st inst.

## MAILS BY THE BRITISH PACKET:—

The British Contract Packet *Hydaspes* will  
be despatched on WEDNESDAY, the  
24th inst., with Mails for the United  
Kingdom, Europe, and countries be-  
yond, via *Brindisi*, to the Straits Settle-  
ments, Netherlands India, Borneo,  
Ceylon, Aden, Egypt, Malta, and  
Gibraltar.

The usual hours will be observed in closing  
the Mails, &c.

## HOURS OF CLOSING THE

## ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in  
closing the Mails for Europe, &c., by the  
English and French Packets, when they  
leave at Noon. The Money Order Office  
will be closed at 5 o'clock before the  
8.00 a.m. Posting of Prices Current and  
Circulars ceases.

(Prices Current and Circulars may  
however be posted up to 10 o'clock  
if they are tied in bundles, country  
by country, with the addresses all  
one way.)

10.00 a.m.—Registry ceases.  
10.30 a.m.—Posting of Newspapers,  
Books, and Patterns ceases.  
11.00 a.m.—Mail closes.

LATE LETTERS may be posted (from  
11.10 a.m.) with 10 cents late fee up to  
11.30 a.m., after which hour they may  
be sent on Board with the same Late  
Fee.

## Quotations.

HONGKONG, October 16.

OPIMUM—New Patna, cash, 650

Old " " " " " " " "

New Bonares, cash, 537 1/2

Old " " " " " " " "

New Malwa, cash, 630

Old Malwa, cash, 640

Allance, Tels., none

Persian, Oily, cash 575/500

Allance, Tels., 8/16

Persian, Paper tied 5/10

Allance, Tels., 8/16

## Exchange.

HONGKONG, October 16.

On London, Bank, Wire, 3/0 1/2

On demand, " " " " " " " "

30 days' sight, " " " " " " " "

4 months' sight, " " " " " " " "

On Paris, " " " " " " " "

On demand, " " " " " " " "

30 days' sight, " " " " " " " "

On New York, " " " " " " " "

On demand, " " " " " " " "

30 days' sight, " " " " " " " "

On Bombay, " " " " " " " "

On demand, " " " " " " " "

On Calcutta, " " " " " " " "

On demand, " " " " " " " "

On Shanghai, " " " " " " " "

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30 days' sight, " " " " " " " "

G. L. Leaf, 100 fine, " " " " " "

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All the men-of-war in the harbour were "dressed" to-day, and a salute was fired, on the occasion of the birthday of the Queen of Portugal.

Of course, the story that appeared in the American papers some time since about the American Consul's office being besieged by an angry mob was a pure invention. We did not hear at the time even of anything that could be supposed to have given rise to it. Now, however, we hear that the Vice-roy and two ago warned the American Consul that there was some danger of his being attacked. This warning is the only indication that can be discovered of any trouble brewing. All outwardly is calm. The American Consul, however, deemed it prudent to have a gunboat at hand, and one went up about a fortnight ago to Canton, and is under his orders.

We have much pleasure in calling attention to the approaching Annual Sale in aid of the Female Education Society, i.e. the well-known and admirably managed Baxter Girls' Schools here. The Sale will be held in the City Hall on Wednesday fortnight, the 31st inst., and will be under the patronage of Lady De Vaux. With the kindness that is proverbial, the Band of the Northamptonshire Regiment will be present; and as the object is one which cannot but commend itself to a large number of residents, we trust that the ladies who carry on this good work will again receive the hearty support which they have received and deserved for so many years. These Schools are monuments of the late Miss Baxter's self-sacrificing spirit and goodness of heart, and they are being well conducted and ably maintained by her successors.

The Comercio of Manila hears that a branch of the Bank of Spain will be established in Manila in the beginning of January next.

A RESOLUTION has been carried by the Shanghai Electric Company authorising the directors to sell the plant and property of the Company.

Li Hung-chang's Daughter was betrothed to Chang Pei on the 27th ultimo. They are to be married, we hear, on the 18th of December next. Chang is now attached to the Viceroy's Yamen.—*Shanghai Mercury.*

JAPANESE PORCELAIN WARES IN CHINA.—It sounds curious that China should become a large purchaser of Japanese Ceramic wares—China, the very birth-place and cradle of such manufactures. Yet she bought last year from Japan no less than \$385,000 worth of porcelain and pottery, more than a fourth part of Japan's total export. Japan, on the other hand, does not buy from China.—*Shanghai Mercury.*

News has been received in Shanghai of an attack on a Missionary while on a journey from Wanchow to Chuchow. The Missionary was set upon by seven or eight men who were armed with knives, and their object appears to have been to rob him. They succeeded in their efforts and stole several dollars. So far as our information goes, the Missionary received no bodily injuries.—*N.-C. D. News.*

The Japan Gazette says:—The Fleet, at present in the harbour, will probably be dispersed towards the end of the month. The *Leander* is ordered to Hongkong, and the *Shanghai* to Singapore, the *Hermes* proceeding to Shanghai. Admiral Sir Noel Salomon, K.C.B., proposes visiting Corea in the *Albatross*, the *Constance* remaining here with the flag of the senior officer, and the *Impregnable* and *Porpoise* are both likely to go down to Hongkong.

The Japan Gazette of the 1st instant has the following translation from a native paper:—"The Government have received a telegram from Hongkong dated the 29th ultimo, 3 a.m., to the following effect:—"The British steamer *Hales* sunk at the entrance of the Canton river. Of the whole crew of 41, only one Chinaman was drowned, the others having been rescued by a German steamer. The cargo was totally lost." *Hales* was a proper name for this ghost steamer.

We are informed, says the N.-C. Daily News, that the welcome but unusual presence of a U.S. man-of-war, the *Onida*, in Shanghai is due to fears entertained at home that the recent passage by Congress of the Chinese exclusion supplementary act may lead to demonstrations on the part of the natives against American citizens in China. We are happy to say that so far there are no signs, in Shanghai at least, of the natives generally being stirred up to the commission of any outrages, by the news that Chinese labourers who have left San Francisco for a trip home will not be allowed to return, even with certificates.

The Singapore Free Press says:—The strike among Coal Miners of New South Wales which has now lasted about two months with most disastrous results to the trade of Sydney and Newcastle and to all industries of the Colony, seems to be approaching a termination. We learn from a private telegram received here yesterday (16th inst.) that the Proprietors of the Hunter River (on the north side of the Hunter River opposite Newcastle) have succeeded from the Miners' Association and work has been resumed in this mine under special agreement with the miners. The strike has had a most disastrous effect on the Coal Market, the demand having fallen off to a tremendous extent. It is now however believed that the strike will soon end.

The statement has been made more than once that the Japanese Government has seriously considered the advisability of proclaiming Christianity as the religion of the Empire. From a translation from the *Manchukuo Shinbun* in the Japan Gazette, we learn that a Mr. Takahashi Goro and others presented a memorial to the Government asking to have Christianity officially recognised as a religion of the country, and that Count Ito, when Prime Minister, assured the Rev. Mr. Verbruggen that the Government had decided on this step, and that there would be a provision for religious liberty in the forthcoming constitution; but as that constitution was to be shortly promulgated, it was not advisable to anticipate it. It appears from this that sanguine people have altered the religion of Japan into the religion which is not a distinction without a difference.—*N.-C. Daily News.*

The latest piece of intelligence as to Japanese activities in China is that Mr. Endo, a native of Nagasaki, has devised an instrument for walking on the water. It is said that the invention is the outcome of twenty years' study and experiment, and that the inventor has applied for a patent, accompanying his application with specimens of the apparatus. The vernacular press describes it as something in the nature of foot-gear, made of iron, paper, gum elastic, and wood, elliptical in shape and having gutta-percha tubes attached. There is also a life-belt. The apparatus being filled with air, the wearer is raised out of the water, but by what means he is enabled to preserve an upright position, we are not told. Should the waves be rough, the foot-gear is emptied of air, and the body is enabled to sink up to the waist. How locomotion is to be achieved under these circumstances, depends upon the progress of the invention, which is a matter of progress of three miles per hour is supposed to be attainable. The apparatus weighs only 25 lbs., and it is claimed that the wearer will be able to carry a load of 25 lbs.—*Japan Mail.*

#### THE S. S. GAZETTE IN THE TYPHOON.

The S. S. *Gazette*, which arrived here today from Tournon, had a fearful experience of the typhoon in which she was caught on Friday, 28th ult., when about 400 miles from Hongkong. The vessel left Singapore for this port on Sunday, 23rd ult., and had the weather up to the 28th calm, but, however, the wind which was blowing from the N.W. began to freshen and the barometer fell gradually. At 4 p.m. the wind had increased to a gale and continued gathering strength, so that it was thought advisable to lash and secure everything aboard the deck. At 8 p.m. the barometer registered 29.75 and the wind was blowing a furious gale in hard squalls and the engines had to be slowed. At eleven p.m. both fore and aft sails were torn to pieces, and by midnight the wind had increased to hurricane force. On the 29th the fury of the storm was at its height, and there was a terrific mountainous sea which broke on board in vast quantities sweeping away everything off the decks, sheep pens, bridge ladders, gangway ladders &c. At four a.m. the typhoon was raging with indescribable force and fury. The barometer then registered 28.75. At this time the vessel was on her beam end and the heavy sea which broke over her decks carried away both life-boats and a gig, staved in the engine-room skylight, tore off the funnel covers and allowing an enormous quantity of water to get below to the engine-room, washed the coal out of the bunkers and choked the pipes. At eight o'clock the barometer was still falling and the typhoon blowing with unabated fury, the barometer reading being 28.40. About this time an A.B. named Wicks who was attempting to secure a boat's davit was washed overboard by a heavy sea and he was immediately stepped and a line was thrown him, the sea running too high to permit of any boat being lowered. The unfortunate man was never seen again, however. At eleven o'clock there was no diminution in the force of the typhoon. The starboard side of the ship was now constantly being torn off, the lid of one of the bunkers was torn off causing an extraordinary quantity of water to get below which put out the fire of the starboard boiler. The bunker lid was fortunately secured again, though at great risk. The sea was now so high that the ship was constantly being lifted and tossed, and there was a very heavy confused sea, which broke broke over the decks in great quantities. At two p.m. the typhoon was still again with greater force and fury than before and the barometer went down to 28.25. Owing to the tremendous rolling of the ship the fire of the starboard boiler went out with the water already down in the engine room. The engines were now stopped altogether and the ship was lying helpless in the trough of the sea. There was no steam to the steering gear, and the loss of the ship was now constantly under way. There were ten feet of water in the stokehold and the pumps were all choked. At 4 p.m. the barometer had commenced to rise and at 5.30 the wind had considerably moderated and all hands from Captain to cabin boy turned to baste the water out of the engine room with buckets. Three gangs were formed for this work, at which they kept grimly and doggedly for thirty-six hours without stopping. Early on Sunday, the 30th, an attempt was made to light the port fires by rigging a stage up above and lighting the fires in the upper funnels, but the first heavy roll of the ship put them out again. The basting of water from the engine room was still carried on, there being a depth of eight feet there. On the 1st of October about two a.m., the water lay that being considerably reduced, an attempt was made again to light the port fires, the lighting of the starboard fires being out of the question. As, however, the stokehold plates having been lifted off were washed about and came in contact with the manholes of the boilers, causing them to leak, there was no alternative but to put the fires out again and let the water run out, thus augmenting what was in the engine room already and throwing more work on the already stricken exhausted officers and crew. The work of basting was continued throughout the day and night however, and one of the hand pumps was able to keep going besides, the vessel all the time rolling heavily and lying helpless in the trough of the sea. The first observation that had been made since Saturday was got on this day, and the ship was found to be in lat. 17.33 N., long. 145 E. The weather continuing to moderate and the officers and crew working like slaves to get the ship into manageable condition, the good many miles of the vessel was at length got into Tournon. Attempts were made to obtain coal by diving for it, and ultimately the burning of all spare wood and even part of the cargo had to be resorted to in order to get steam. The efforts of the engineers were heroic, and they gave satisfaction more and more as the strain which they had to endure during their six days and nights of continuous work.

#### THE CULTIVATION OF OPIUM IN CHINA.

We have received to-day, from the Statistical Department of the Imperial Maritime Customs, a publication entitled *Native Opium, 1887*. It contains reports from the Commissioners of Customs at the various treaty ports, to whom Sir Robert Hart wrote putting the following questions:—

1. Is Native Opium known at your port?
2. From what places does it arrive, and by what Chinese channels does your locality describe each variety?
3. What does each variety sell for per picul at your port?
4. What taxes have to be paid before the consumer is reached?
5. What is the production of each place from which Native Opium arrives, supposed to now amount to—how many piculs a year?
6. What is known at your port about the production, consumption, and price, etc., of the varieties produced in Manchuria, Szechwan, and Yunnan; and is there any other variety spoken of or commencing to be noticed?

The work also contains an appendix entitled *Native Opium 1886*, giving reports to the Commissioners, in 1884, as to the sale of native opium in comparison with foreign opium. The work contains tracing of the opium from its source from the interior to the coast, and two large tables containing the production, consumption, name, value (raw and basted) and taxation of native opium and the different places from whence it comes; the other giving the production, consumption and price of native opium in the different provinces. We here give the following interesting digest of summary of port replies:—

1.—CONSUMPTION AT THE TREATY PORTS. Native opium is used at all the Treaty ports. At Ichang and Wanchow it is used almost exclusively; at Newchwang, Tientsin, and Chefoo it is used chiefly (reported proportion of smokers of Native and Foreign Opium) 1 to 10; at Hankow it is used chiefly (raw and basted) and taxation of native opium and the different places from whence it comes; the other giving the production, consumption and price of native opium in the different provinces. We here give the following interesting digest of summary of port replies:—

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PHILIPPINES, AND SIAM  
WATERS.

WHAMPOA.		
Vessel's Name.	Flag & Reg.	Destination.
Canton	Chi.	str. Shanghai
Fushun	Chi.	str. Shanghai
Ningpo	Ger.	str.
Soochow	Brit.	str. Swatow

**AMOY.**  
In port on October 6, 1888.  
**MERCHANT STEAMERS.**

Namkiang	British
Prinn	British

**MERCHANT SAILING VESSELS.**

Andreas	Ger. bgo.
Earn	Brit. bgo.
Ribston	Brit. bgo.

FOOOHOW.  
In port on October 6, 1888.  
MERCHANT STEAMERS

Haitian	British
Nanzing	British

SHANGHAI.  
In port on October 10, 1888.  
MERCHANT STEAMERS.  
Albany      British

Antenor	British
Ava	French
Chiyuen	Chinese
Fung-shun	Chinese

Fushun	Chinese	
Hae-ting	Chinese	Chesoo, &
Hydaspes	British	
Ingo	German	

Kaifong	British
Kiang-piau	Chinese
Kiang-foo	Chinese
Kung-wo	British
Nanning	British

Nanzing	British
Neckar	German
Newchwang	British
Ningpo	German
Poochi	Chinese

Priam	British
Saikio Maru	Japanese
Smith	Chinese
Spindrift	British

Wenchow	British
Wha-on	British
Wuchang	British
Ynan Wo	British

MERCHANT SAILING VESSELS.

Chateaubriand	Brit.	bqe.
Maria	Brit.	bqe.
Siam	Siam	bqe.

NAGASAKI.  
In port on October 4, 1888.

Rozari Maria Japan. bqg.  
Raphael Amer. sh.  
Sebastian Bach Ger. bqg.

YOKOHAMA.  
In port on October 4, 1888.

Canara	Brit. sh.
Corenae	Norw. bqs.

Cornet	Amer. ycht.
Diana	Amer. sch.
Nemo	Brit. bqe.

HIOGO.  
In part on October 2, 1883.  
Olan McFarlane Brit. bgo.  
Governor Robie Amer. sh.

Hilaria	Brit.	sh.
R. D. Rice	Amer.	sh.

MANILA.  
In Port on October 6, 1888.  
MERCHANT SAILING VESSELS.  
Big Bonanza Amer. sh. New Yo

Fort James	Brit.	sh.	Liverpool
Granite State	Amer.	sh.	New York
Jacob E. Ridgway	Amer.	sh.	New York
James S. Stone	Amer.	bgs.	homestead
Leah	Brit.	sh.	New York

LEONARD	Brit.	sh. San Fran
Primus	Russ.	sh. New Yo
W. H. Lincoln	Amer.	sh. United S

ILOLO.  
MERCHANT SAILING VESSEL.

Kelverdale	Brit.	bqe.	New York
Selkirk	Brit.	sh.	New York

T. E. Marshall Brit. bqs. Boston  
—  
CEBU.  
MERCHANT STEAMER.

Elze	Ger.	str. discharg
Ingraban	Ger.	str. discharg
MERCHANT SAILING VESSEL.		
Eudora	Brit.	bge. Boston

J. V. Troop      Brit. sh. New Yo  
Ringleader      Amer. sh. Boston

**BANGKOK.**  
In port on September 22, 1888  
**MERCHANT STEAMERS.**  
Chamroen British  
Bangkok British

Rainhow      Siamese  
 MERCHANT SAILING VESSELS.  
 Angela Accade Ital. sh.  
 Charon Hutton Siam. hcs.

Christian	Ger.	sch.
Eagle	Brit.	bg.
Felicia Antonio	Ital.	bqe.
Francesco B.	Ital.	bqe.

Haken Adelsten Norw. sch.  
Hiram Emery Amer. sh.  
Kian Hong Seng Slam. bqe.  
Mary Emily Ger. bqe.

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